

Shipping

PRAYERS, ENTREATIES OR BLUFF FAILED TO LAND YATES IN HAWAII

Harold Yates, a young Englishman, who, armed with prayer-book, and hymnal, declared that the Paradise of the Pacific had been selected as the promising field for future missionary endeavor, failed to connect with Honolulu as a passenger in the Pacific Mail liner Manchuria, which arrived here bright and early this morning.

Yates is declared to have been the victim of a stern and unsympathetic officialdom of a "bloated corporation" which was quite unwilling to exchange transportation across the Pacific for a free passport into the "better land."

Yates, who boarded the Manchuria at San Francisco, and soon after attempted to lose himself with a delegation of thirty or more missionaries en route to fields of activity in Japan and China, was finally singled out as a black sheep in lamb's raiment.

The liner had proceeded well out from the Golden Gate when Purser Bourne, in making his round-up for tickets, ran across Yates, sans transportation and the necessary wherewithal to purchase the same.

The demand that Yates produce the needed coin to make the ship go along smoothly was met by a placid refusal. Yates declared that Paradise was his destination. While this statement was not disputed, the Manchuria officials possessed some notions along these lines and decided that the particular "Paradise" which Yates hoped to reach was not located in the mid-Pacific.

Capt. Dan Friele issued orders that the wireless operator get into touch with the Pacific Mail liner Nile. The British steamship was overhauled on the afternoon of last Monday. Yates was then told, "where he got off."

The Yates effect was bundled into a ship's boat, and without any elaborate farewell ceremony, the young man masquerading under the guise of a missionary was rowed to the waiting Nile, bound for San Francisco.

The statement was made this morning that Yates acted as a man somewhat demented. He was apparently without funds. Until gathered in by the Pacific Mail officers he is alleged to have continually paced the deck with a prayer-book tucked under his arm, and maintained a sullen silence regarding himself and his destination.

The Manchuria was the first commercial liner to use the new Richards street wharf. The vessel brought 727 tons of freight for Honolulu, a place having been made for the vessel by the removal of the bark Nuanuu.

The Manchuria arrived with 184 cabin, 44 second class and 100 Asiatic steerage passengers, of which 59 cabin and 17 second-class passengers left the vessel at Honolulu.

Purser Bourne states that through cargo totals about 4000 tons, mainly general merchandise destined for a large number of ports of the Orient. The Manchuria will proceed to Manila on this trip.

The Manchuria makes this voyage in command of Capt. Daniel Friele, the commodore of the Pacific Mail service and on the retired list except at such times when he is called upon to fill a temporary vacancy such as this. Captain Andrew Dixon, the Manchuria's regular commander, has been granted leave for one round trip.

The Manchuria's passengers include the usual number of tourists, many business men, a lot of insular employees, about 30 missionaries and a Russian count. Among the passengers were some prominent Honolulu people.

The Honoluluans who arrived on the Manchuria include L. Tenney Peck, a Honolulu banker, and his family, and Abraham Lewis Jr., vice president and manager of the Bank of Hawaii. F. S. Morse, an employee in the Pacific Mail company's Kobe office, is a passenger on the liner.

Mrs. Herman J. Hall, curator of the Chicago academy of fine arts, is a passenger on the liner to Hongkong. She is accompanied by Mrs. Adelaide S. Fiske, a Boston society woman. Mrs. W. B. Cline and two daughters and Miss Helen Montague, all of Los Angeles, are passengers on the liner.

Among the missionaries are Mrs. W. B. Honsinger, who is the principal of a school in the interior of China. Col. C. H. Lauchheimer, U. S. M. C., retired, is another passenger.

The titled passenger from Russia is Count Vladimir Ledochowski, who, with E. A. M. Laing of England and Laing's valet, is making a trip around the world.

Freight Charges to Soar.
It is forecasted in shipping circles that the present demand for ships for all classes of freight will soon result in an immediate increase in rates. Although the lumber industry has called for every available vessel on the coast, the situation has become critical for shippers, as there is a big demand for ships to handle the grain of the Pacific coast.

For years, the so-called boneyards on the coast have been filled with craft, which it was generally believed had found their final place of rest, and would never again plow the seas. Within the last few months, however, many of them have been put in to commission and are sailing from

various Pacific coast ports laden with cargo.

Hind, Rolph & Company have within the last few months chartered a number of craft, which rested on the mud of Oakland creek and put them into commission for the transportation of barley.—Chronicle.

Skipper Johnson Sits On The Lid.
There is to be no funny business in the conduct of sports or entertainments aboard the Matson Navigation liner Wilhelmina that is if Skipper Peter Johnson can prevent it.

Since the skipper of the Wilhelmina turned the hose on a party of Honolulu hula dancers in one of the state rooms of the ship several months ago, the lid has been clamped upon any such demonstrations of hilarity. It is rumored that an attempt had been made to lift a small corner of the lid during the passage from the islands, but nothing developed.

Dr. John S. Mason, who completed his first trip as surgeon, was a bit disappointed, because efforts to get up entertainments like that he had been used to on the liners of Toyo Kisen Kaisha proved unsuccessful.

At a masquerade held a few nights before the Wilhelmina arrived at San Francisco some of the women passengers arranged to appear in certain stunning costumes, but were informed that skipper Johnson frowned upon such costumes and contended themselves by appearing in conventional dress.

Nippon Medical Officer Aided by Wireless.

By the aid of the wireless, Dr. Otis B. Spaulding, ship surgeon aboard the liner Nippon Maru, successfully staved off the impending sale of his San Francisco property that had been attached recently by his former wife, Agnes M. Spaulding, for \$600 back alimony.

Mrs. Spaulding obtained the judgment before Judge George C. Caniss June 17, when Doctor Spaulding was at sea, according to report brought by the Manchuria, but Attorney H. W. Glesner got in airway touch with the doctor and soon afterward filed an affidavit that caused Judge Trabucco to grant a stay of execution for 30 days.

The affidavit of the attorney contained the notice that he would move for a modification of Mrs. Spaulding's final decree on the ground Mrs. Spaulding's conduct since the granting of the interlocutory decree had been such as not to entitle her to any support.

Mrs. Spaulding sued for divorce in October, 1910, and obtained her final decree October 23, 1911. She charged cruelty. Mrs. Spaulding is living in Oakland.

New Service for Alameda and Mariposa.

The Alameda and Mariposa, so well known to Honolulu travelers and shipping, may be transferred to a run making regular trips between Seattle and San Francisco.

An officer in the Pacific Mail liner Manchuria, now at the port, is authority for the statement that the steamers Alameda and the Mariposa, which for years figured in the Oceanic line between Honolulu and the Coast, might be withdrawn from the Alaska route during the winter season.

From what could be learned today, California shipowners and agents were responsible for the effort being made to bring the larger and more popular liners into the direct San Francisco-Puget Sound trade.

Lurline For Kahului Tomorrow.

The last of a large cargo of general merchandise and material for Pearl Harbor construction work will be discharged from the Matson Navigation steamer Lurline tomorrow evening, and that vessel is scheduled to depart for Kahului at eight o'clock in the evening. According to expectations of Castle & Cooke the agents, the vessel will return from Kahului by Sunday morning. The Lurline is to sail for San Francisco at 6 o'clock Tuesday evening.

Friele on Manchuria.

Captain Daniel E. Friele, commodore of the Pacific Mail fleet, who stays ashore except when needed to fill in a vacancy, has been commissioned to take out the liner Manchuria for the Orient. "Ninety-fathom Dan," as he is known because of his extreme cautiousness, recovered recently from an illness, and is now hale and hearty. He relieves Captain Andrew Dixon, who has been granted a leave of absence for one voyage.

American-Hawaiian Movements.

The American-Hawaiian freighter Misourian with general cargo for discharge at island ports is at Hilo and the steamer is expected to sail for Salina Cruz tomorrow evening, taking the regulation twelve thousand tons sugar, and several hundred tons preserved pineapples. The Misourian is expected to carry 30,000 cases of pine destined for the United States, and Continent and the United Kingdom.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Aug 26	3:28 a.m.	1:50 p.m.	3:00 a.m.	1:20 p.m.	2:40 a.m.	1:00 p.m.	2:20 a.m.	12:40 p.m.
27	3:54 a.m.	2:18 p.m.	3:24 a.m.	1:48 p.m.	3:00 a.m.	1:30 p.m.	2:40 a.m.	1:10 p.m.
28	4:23 a.m.	2:47 p.m.	3:51 a.m.	2:17 p.m.	3:28 a.m.	2:00 p.m.	3:04 a.m.	1:40 p.m.
29	4:56 a.m.	3:19 p.m.	4:23 a.m.	2:49 p.m.	3:59 a.m.	2:30 p.m.	3:35 a.m.	2:10 p.m.
30	5:15 a.m.	3:38 p.m.	4:42 a.m.	3:08 p.m.	4:16 a.m.	3:00 p.m.	4:00 a.m.	2:40 p.m.
31	5:30 a.m.	3:53 p.m.	4:57 a.m.	3:23 p.m.	4:31 a.m.	3:15 p.m.	4:15 a.m.	3:00 p.m.
Sept 1	5:40 a.m.	4:03 p.m.	5:07 a.m.	3:33 p.m.	4:41 a.m.	3:25 p.m.	4:25 a.m.	3:10 p.m.

Full moon August 27 at 9:28 a. m.

WEATHER TODAY

Honolulu, T. H., August 29, 1912.
Temperature—8 a. m., 78. Minimum last, 76. Barometer at 8 a. m., 29.99. Relative humidity, 8 a. m., 60.
Wind—6 a. m., 15E; 8 a. m., 10E, 10 a. m., 11E, 16 noon, 12NE. Movement, past 24 hours 302. Dew-point at 8 a. m., 63. Absolute humidity, 8 a. m., 6.166. Total rainfall during past 24 hours, T.

Manchuria Sailing at Five This Evening.

A large quantity of mainland freight brought to the port in the Pacific Mail liner Manchuria is being discharged at the new Richard street wharf. The Manchuria is scheduled to depart for Japan and China at five o'clock this evening. The Honolulu cargo includes 185 packages wines and spirits, 2 automobiles, 500 cases sugar, 211 bags potatoes, 250 iron pipes, 3500 bags barley, 750 bales hay, 53 cases cigarettes, 250 kegs white and red lead, 216 packages merchandise, 793 cases soap, 2296 bags sulphur, and 9 parcels.

Damage to the Irwin.

It is reported that the brig W. G. Irwin, which was scuttled at San Francisco in order to quench the fire in her cargo, will be taken north for repairs. Most of the time has been taken out of the vessel and she has been found to have sustained considerable damage as a result of the insidious work of the lime. The deck beams, knees and keel of the mainmast are in bad shape and most of the beams will have to be replaced.

Hilonian Due On Monday.

The Matson Navigation steamer Hilonian from San Francisco by the way of Puget Sound ports is due to arrive at Honolulu on Monday according to late advices received at the agency of Castle & Cooke. The Hilonian is bringing down a large cargo of merchandise and lumber destined for several island ports.

Mexican To Arrive In The Morning.

With a large shipment of mainland freight leaving the east coast of the United States in the American Hawaiian steamers Oregonian and Texan from New York on July 3rd and 10th, the freighter Mexican is due to arrive at Honolulu tomorrow morning.

PASSENGERS ARRIVED

Per P. M. S. S. Manchuria from San Francisco—For Honolulu: Miss Lucille Alderice, R. W. Atkinson, E. A. Back Miss Ada E. Bentley, Mrs. E. T. Bickerton, E. W. Bowes, Jr., Miss Lillian Boyd, Mrs. E. B. Bridge-water, Mr. and Mrs. Willard E. Brown, Everett Brown, Miss W. Brown, Miss M. Clough, Mrs. M. F. Cummings, Miss Susie K. Eubank, Robert Fricke, Mrs. B. Fullerton, Miss Helen Fullerton, Mrs. Mildred Gear, Mrs. Mary W. Gunn, D. H. Hitchcock, Miss M. L. Hooper, Mrs. L. S. King, Mrs. S. B. King, J. C. Kitchin, Col. C. H. Lauchheimer, Mr. and Mrs. A. J. Leister, Mr. and Mrs. A. Lewis, Jr., Mrs. A. V. Locke, E. B. Loomis, Mr. and Mrs. H. L. Lyon, W. D. Mead, Dr. J. E. McKillop, Mr. and Mrs. L. T. Peck, Master Newton Peck, Ernest Peterson, Mrs. E. W. Peterson, Geo. S. Powell, Mrs. Mary M. Robbards, H. Rohrig, Rev. and Mrs. J. O. Warner, Allan Wilcox, Miss Clara Wilson, A. P. Wright, J. de Bie Leuveling Tjeruk, Mrs. E. V. Asay, E. Beams, Miss Mary W. Chappel, C. A. Graham, E. Lyons, Mr. and Mrs. H. Michaels, Miss M. Michaels, Mrs. Jane R. Williams.

For Yokohama: H. V. Bernard, Mr. and Mrs. Z. S. Bien, Master Edward Bien, Miss K. Boulton, Mrs. C. C. Brown, Mr. and Mrs. M. D. Buttles, Mrs. C. Emberger, Mrs. B. M. Fiske, Miss Adelaide S. Hall, Miss Sarah B. Hallman, Miss Ruth Harrison, Miss Maria Herron, Miss Welthy B. Honsinger, Miss Mabel Honsinger, Miss I. Jahn, Miss Al Kluchi, Mr. and Mrs. F. H. Lambe, Miss Alice G. Lewis, Madame M. Libine, Miss Rosalie O. Mayer, Miss C. H. McCrory, Miss Fanny Ramsey, Jerome Scott, L. C. Sharnan, Miss S. G. Shipley, Y. R. Sun, W. T. L. Way. For Kobe: Miss L. Miss L. Dupuy, Mr. and Mrs. F. M. Eversole and infant, Miss Virginia Eversole, Miss Elizabeth Eversole, Miss Dora C. Pearson, Miss J. D. Fearon, Miss Ann L. Greer, Miss E. L. Haynes, Miss Lillie O. Lathrop, Dr. and Mrs. Roy S. Leadingham, A. Linton, Miss Louise E. Miske, F. S. Morse, Miss Mamie Myers, Miss Bessie Oliver, Miss Mae Owings, Mr. and Mrs. J. F. Preston and infant, Miss Miriam Preston, Miss Annie S. Preston, Master John F. Preston, Miss L. V. Summers, Miss K. Trieschmann, Rev. and Mrs. Chas. M. Warren and infant, Master Dana T. Warren, Miss Mary K. Warren, Miss Lillian Wells, Mrs. W. R. Wheeler and infant, Miss Ida M. Worth, For Nagasaki: Mr. and Mrs. F. S. Carson and infant, Rev. and Mrs. Harry G. Dildine, Master Glenn C. Dildine, Miss Mary E. Dildine, J. H. Irish, For Manila: Mr. and Mrs. A. R. Brane, Mrs. D. M. Carman, Miss Grace Carman, Mr. and Mrs. W. W. Coon, Mr. and Mrs. Samuel H. Deebel, Frank C. Gates, J. L. Gross, Roscoe L. Hall, Mrs. Anne Hargreaves, Capt. Chas. E. Heart, P. C. A. O. Jones, J. Gordon Lowe, J. C. Niepage, Max Steiff.

KNOX'S NAME

(Continued from Page 1)

and an alleged letter purporting to inclose \$25,000 from John D. Archbold. "Their publication now, with the malignant insinuations accompanying them, is in the nature of political blackmail, the purpose of which is to punish, coerce, or intimidate me because of my political course."

"The statement that there is any connection between the Industrial Commission and a certain check from John D. Archbold is false, malicious and without justification. Explains \$25,000 in Letter."

"I now come to the letter alleged to have been written to me by John D. Archbold, enclosing a certificate of deposit in my favor for \$25,000, written under date of October 13, 1904."

"I have reason to believe that this letter is a forgery, and I challenge its production."

"But it is true, and at the time it was well known, that during the Presidential campaign of 1904 I did receive such a contribution from Mr. Archbold for the campaign in Pennsylvania."

"I was at the time the chairman of the Republican State committee of Pennsylvania and a member of the Republican national committee representing that State. I was at the Republican headquarters in Philadelphia, in full charge of the State campaign, and I was, every week, in New York, in close touch with many phases of the national campaign."

Archbold Gives Up \$125,000.

"Mr. John D. Archbold had several interviews with Cornelius N. Bliss, treasurer of the Republican national committee, and with me relative to financial assistance in the campaign."

"Finally we came to an understanding by which Mr. Archbold made a contribution of \$125,000, of which \$100,000 was to go to Mr. Bliss as treasurer of the Republican national committee for the national Presidential campaign outside of Pennsylvania, and \$25,000 to be contributed to me as State chairman for the campaign in Pennsylvania."

"Mr. Archbold received the receipt of Mr. Bliss as treasurer and as representing the Republican national committee for the amount of \$100,000 \$25,000 Spent on Quakers."

"The contribution of \$25,000 received by me as chairman of the Republican State committee of Pennsylvania was expended in the Presidential campaign in that State."

"The result was a majority of over 500,000 Xin Pennsylvania for Roosevelt and a delegation which was all Republican, with the exception of one."

"After the election I received a letter from Roosevelt expressing his warm and heartfelt thanks."

"The malicious efforts to misrepresent that transaction, which at the time was entirely legal and proper, is only a part of the systematic efforts of the Flinn-Van Valkenburg combination in Pennsylvania to break me down and deceive the people through unscrupulous methods of yellow journalism."

"Mr. William Flinn of this unsavory combination has made a fortune out of crooked municipal contracts and the corrupt control of municipal councils and State Legislatures."

"Mr. E. A. Van Valkenburg, editor of the Philadelphia 'North American,' was arrested and indicted for bribery in my first Senatorial contest in 1896 and only escaped conviction through the leniency of Senator Quay and on the payment of about \$10,000 for costs for lawyers, detectives and for other expenses of prosecution."

Flinn Seeks Quay's seat.

On the death of Senator Quay in 1904, Mr. Flinn became a candidate to succeed him in the United States Senate."

"In Philadelphia during a discussion of the succession to Senator Quay, Mr. Flinn offered to Israel W. Durban, a Republican leader in Pennsylvania, and to me \$100,000 or even \$200,000 to favor his ambition—and the offer was known to others at the time."

"The offer was declined and we refused to support his candidacy."

"The Governor of Pennsylvania, Samuel W. Pennypacker, appointed Philander C. Knox to succeed Mr. Quay. Mr. Knox subsequently was elected by the Legislature for the full term."

"His appointment and election and resignation and appointment to the cabinet occurred with the full knowledge and acquiescence of Mr. Roosevelt."

Flinn Still Covets Toga.

"Mr. Flinn still desires to go to the United States Senate. His friends openly avow his ambition, and his activity for Roosevelt and the reforms to which he has recently become a convert are prompted by this desire."

"To the best interests of the ship Flinn in Hot Reply."

After having this statement by Penrose brought to his attention, Flinn on the night of August 21 made public the following statement:

"The newspaper reports of Senator Penrose's confession of faith and other things have been read to me, and in it he makes two references to my alleged efforts to obtain an appointment to the United States Senate as successor to Senator Quay."

"First, as I understand it, he alleges that I sought the support of burg, Herbert V. Sutton, Bennie J. Van Hoff, For Hongkong: Mrs. F. W. Beardslee, Mrs. W. B. Cline, Miss Constance Cline, Miss Alice Cline, Mr. and Mrs. D. A. Conolly, Mr. and Mrs. H. D. Dietrich, C. Emberger, Mrs. Charles L. Gillette, Mr. and Mrs. R. Hoge, Miss J. E. Hoge, E. A. M. Laing and valet, Count Vladimir Ledochowski, Mrs. Emma D. Lewis, Dr. Judson M. Meyers, Miss B. Meyer, Miss Helene Montague, Miss Mabel de Noon, Mr. and Mrs. S. M. Rosenbaum, Lewis R. Rosenbaum, Ralph Rosenbaum, Mr. and Mrs. Alex G. Small, Chas. T. Street, Mr. and Mrs. Sumner W. Taylor."

WHO'S WHO ON THE MANCHURIA

Thirty missionaries, a half hundred round-the-world tourists, a delegation of employees of the Philippine insular government, returning from vacations spent on the mainland, and a real live Russian count, are numbered among the 184 cabin and 44 second-class passengers who reached Honolulu early this morning in the big Pacific Mail liner Manchuria.

Fifty-nine first class and 18 second-class passengers left the vessel at this port, among them being a number of prominent Honolulu people who have been absent in the States on business or pleasure.

A stay of nearly twelve hours at this port afforded the through passengers in the Manchuria an abundant opportunity of viewing the scenic delights of the island at first hand.

There was a lively demand for promotional literature from the expectant traveler upon the arrival of the liner at the quarantine anchorage this morning.

In the long list of passengers to arrive in the Manchuria were noted the following:

R. W. Atkinson, connected with the Hawaiian Dredging Co., is back to his home after a trip abroad.

W. E. Brown, wife, son and daughter have returned to their island home. Mrs. Mary A. Gunn returned after a two and a half years' absence from the Islands.

Cal. C. H. Laughheimer of the U. S. marines is also a passenger for Honolulu and will return to the Coast on the Ventura. While in Honolulu he is to make an inspection of the marine corps.

Mr. and Mrs. A. Lewis Jr., who have been touring in Europe and America, are home after a most enjoyable trip. L. Tenney Peck returned in the Manchuria after a trip to Washington; D. C., having put through a bill for the extension of the Rapid Transit line to Pearl Harbor. He is accompanied by his wife, son and Mrs. A. V. Locke.

W. D. Mead and A. P. Wright, passengers in the Manchuria, come to join the firm of Wall & Dougherty. These men are classed as experts in their line of business, and have been connected with Messrs. Shreve & Co. of San Francisco for many years.

Chalmers A. Graham, the well-known representative of the Valvoline Oil Co. of New York, is on his annual trip to the Orient in the Manchuria. He will spend three weeks in the islands, calling on the plantations. He wears the same old smile.

R. R. Hoge, the Portland manager of the United States Steel Products Co., is making a trip to the Orient on account of his health. He is accompanied by his wife and daughter. Mrs. Emma D. Lewis and her daughter.

Count Vladimir Ledochowski, a Polish nobleman, is traveling around the world and intends spending some time in Indo-China, where he will hunt large game. Before returning to Europe he intends to visit South Africa, also there to hunt. He is accompanied by E. A. M. Laing of London.

E. Lyons, the representative of the well-known San Francisco firm E. G. Lyons & Co., is making a business trip to the Orient. He will spend three weeks in Honolulu.

H. Michaels, a prominent San Francisco business man, is making a trip to the Orient. Mr. Michaels is connected with the firm of Langley & Michaels of San Francisco. He is accompanied by his wife and daughter and Miss Mary W. Chappel.

Miss Mabel de Noon, are making a tour of the world. Mrs. Lewis and Miss de Noon are prominent San Franciscans. They are traveling with Mrs. F. W. Beardslee, also of San Francisco, and Mrs. W. B. Cline, Miss Constance Cline, Miss Alice Cline, and Miss Helen Montague, all very prominent in social affairs of Los Angeles.

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